

**RCRA Inspection Report**

Compliance Evaluation for Used Oil Management Standards, Ill. Admin. Code Part 739

Used Oil Handler Inspected: Cometco (formerly a Division of Cozzi Iron and Metal, now part of Metals Management Midwest Inc.), 1509 W. Cortland, Chicago, Illinois

Date of Inspection: April 3, 2001

Prepared by Sue Rodenbeck Brauer, Regional RCRA Used Oil Expert, U.S. EPA Region 5

Before entering the facility, I drove over the Cortland Street bridge and observed that no barge was moored for scrap loading. Also, oil appears to have seeped through the Cometco building along Elston Avenue. I entered Cometco's scale office from the Cortland Street gate at approximately 2:00 PM, introduced myself as an employee of the United States Environmental Protection Agency, and asked for a manager. Office staff said that Ms. Mary Cook had left for a meeting about 10 minutes ago and that Mr. Tom Cohrs would be there in about 10 minutes. I received permission to wait there until Mr. Cohrs arrive.

At 2:20 PM scale office staff asked if I wanted to speak with Mary Cook on the phone. She said that Tom Cohrs would be there in about 20 minutes.

At 2:31 PM, Tom Cohrs arrived. I gave Tom a business card and showed him my credentials. He said that Debra Levin would be coming. He subsequently received a phone call and informed me that Debbie Hays, MMMI's new environmental manager (Director of Regulatory Compliance is the title on her card), would be coming and that Debra Levin was no longer available.

While Tom and I waited for Debbie Hays to arrive, we discussed a few aspects of site operations, as summarized here. Heavy equipment maintenance is done on-site. Some of this maintenance work generates used oil. A lot of maintenance work is contracted out, due to the complexity of modern machinery. The garage is on the east side of the scale office building. This facility handles steel. Other scrap facilities handle "metal" (e.g., Aluminum). There is not a used oil fired space heater at this facility. Used oil is shipped off-site. Used oil shipments are sent to another MMMI facility and burned there. Mary Cook, the Cometco manager, arrived, and we continued to wait for Debbie Hays until 3:23 PM.

Once Tom Cohrs arrived, we waited in Mary Cook's office, which is on the second floor, above the scale office, and provides a good view of the facility. I could see the kinds of materials received, which included pick-up trucks with water heaters and other trash-picked items, and saw a microwave taken back out of the facility. Semi tractors brought in lugger boxes with punched steel scrap and roll-off boxes with large bulky items. I could not see the lugger boxes unload from Mary Cook's office because a scrap pile obscured the un-load location. From this I infer that no one can see whether liquids (or what kind) are released from the lugger boxes when they are dumped on a scrap pile: not Mary Cook from the facility manager's office, not the truck driver in the semi tractor, and probably the not crane operators who are focusing on their tasks of loading scrap to the baler or moving scrap.

Debbie Hays asked me to recap what Tom Cohrs and I had discussed, provided a brief update of company activities, and then we began to walk the site, starting with the maintenance area at

the north end, progressing to the river (north to south), to the lugger box unloading area, then to the storage building along Elston Avenue and finally back to the scale office for the exit interview. Mary stated that Metals Management Midwest Inc. is under a consent order requiring site management plans. Three or four draft Site Management Plans have been submitted to the city so far. In November 2000, the company's Chapter 11 bankruptcy filing (presumably financial conditions leading to the filing) slowed progress.

In the maintenance building, fifteen 55 gallon drums were being used to store used oil from the baler. A contractor, Purified Lubricants, comes on-site to process it. (The March 4, 1994 Federal Register preamble is clear that this kind of generator on-site activity is not intended by U.S. EPA to be regulated as "processing.") At least four of the drums were severely dented; by "severely" I mean that the side of the drums were pushed in at least 4" from the normal contour. Six of the fifteen drums were not labeled "used oil" and were not labeled as waste in any variation of "used oil" (product labels were still on drums). Some of the drums were not closed; the bungs were open. I took photographs of the two drums, one pink and one black with a red stripe, in the best available lighting to document the existing labeling. Floor dry was scattered on the floor around the drums. None of the drums were obviously leaking, so the floor dry may have been spread in response to spills during filling. Mary stated that the Site Management Plan directs daily cleanup. Two lugger boxes in the maintenance shop have small amounts of rusty liquid in low spots, rainwater from outside storage, per Mary Cook. There is a floor drain in the maintenance area; I did not remove the slotted cover to investigate it.

While walking the eastern margin of the property along the river, we observed that the site base of fill material covered with scrap is higher than the sheet piling at the river's edge. The site base appears to be contoured so that the portion sloped toward the river is minimized (less than ten feet). I took a photo along the site's border with the river, looking south toward the railroad tracks. I took another photo of a puddle containing a milky emulsion with steel punch-out scrap sticking up. The next photo is of a small breach in the surface impoundment connecting the surface impoundment to the puddle with the milky emulsion. At the time of the inspection, there was not much flow in the breach. A red plastic 6-inch ruler is next to the breach for scale in the photo. At the surface impoundment, white PVC piping represents an attempt at bioremediation which Debbie Hayes stated she was not prepared to discuss at the time of the inspection. An oil sheen was visible on the surface impoundment and black oil-stained fill and debris (e.g., styrofoam cups, oil stained rope) ringed the surface impoundment. There is no steel sheet piling between the surface impoundment and the river. The vertical bank between the surface impoundment and the river appears to be eroding, with tree roots apparently holding some of the bank in place.

After the surface impoundment, we walked to the site base between the "clips" (scrap from stamped steel parts) and "busheling" (scrap to be baled) piles. The puddle there was milky with a small amount of brown oily scum (less than 12" square area) at the downwind end. I cannot deduct whether clean rainwater accumulates there and is contaminated by the site base or whether loads of scrap containing liquids are being dumped with runoff from the loads accumulating there.

Finally, we entered the storage building along Elston Avenue. I wanted to see the source of the oil stains on the building's exterior. The interior of the building is relatively clean and, for most part, empty. Tom Cohrs explained that the previous building owner had accumulated scrap aluminum (presumably oily scrap/used oil with aluminum) until the building was full and oil seeped through the exterior wall to Elston Avenue. At the north end of the building, floor dry was spread for water from an Aluminum lugger box per Mary Cook.

Before I left, I held an exit interview with Mary Cook, Tom Cohrs, and Debbie Hayes in Mary Cook's office. Debbie stated that she had forgotten to show me the spill kit (oil dry, shovels, booms, and brooms) in the maintenance area. According to Debbie, these spill kits have been placed at all MMMI sites. I asked for the last date that fluid was removed from the "pond" or surface impoundment. No one could provide that date to me. I asked Debbie to provide information that was not available on-site at the time of the inspection: 1) any analytical data for used oil from the baler and 2) the date of the last shipment of fluid from the "pond"/surface impoundment and any supporting documentation (e.g., invoices for shipping, shipping tickets). I offered to provide the Internet address for the OECA audit manual and for Illinois Administrative Code Part 739.

f:\user\sbrauer\usedoil\kometco\iac739 inspection 04032001 SRB.wpd, DRAFT 04052001